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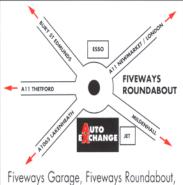


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Jet48Commander's Forum

Protecting the Air Force's #1 resource—you

BY COL. JOHN SNIDER

48TH FIGHTER WING VICE COMMANDER

As I reorient myself to Team Liberty it's great to see everyone working so hard in every area supporting the mission and taking great care to uphold our force protection requirements. Indeed, we are ready to go when the call comes. But while we continue our day-to-day missions, I need you to focus not only on the mission at hand, but also on safety.

When I talk safety, I don't mean just being aware of the occupational hazards that come your way. I'm referring to slowing down and taking a common sense approach to all activities you engage in.

These activities may be as simple as driving to and from work, crossing the street or playing a sport. There are certain precautions we all take such as driving at speeds right for the road conditions or wearing safety glasses when we play racquetball. Would you climb a mountain without safety gear? I don't know many people who would, but I constantly see folks make choices without safety in mind and eventually there is a price to pay.

As we move into fall, you'll see the days get shorter and daylight will be long gone by the time most of us go to or from work. Now is the time to increase our awareness and think things through before stepping on the gas. Your goal should be to make sure this wing doesn't lose anyone for a stupid reason like getting into a car accident because the road was wet and they were driving too fast for the conditions. Or passing because you thought you could make it. Why

take those risks? It's not worth it, especially now when your country may need you to answer her call in a short amount of time.

We are having on average one motor vehicle accident every day. Last year's cold season was rough on this wing. From September through March of last year we had 222 MVAs - most were just fender-benders, but a few were serious incidents. You owe it to your country to not get killed by being careless. One of our spouses became the victim of careless people the other night and ended up upside down in a ditch for 17 hours. Luckily, she was found and only received a slight case of hypothermia during her ordeal, but it could have been much worse.

I have seen this wing perform superbly during the past couple of weeks with our response to the tragedy in the U.S. that affected so many of us here. Now I need everyone to take extra measures not only for force protection, but for personal protection as well. Our Air Force is committed to giving us the right equipment and facilities to perform our jobs safely and effectively. In turn, each of us must commit to taking extra safety precautions in your off-duty time.

All I ask is you think before you act. Even if it's for just one second longer before deciding to pass the car in front of you on a winding road or before you decide to order a drink at the bar and then get in your car and drive away because you thought you were okay. Have a plan and stick to it, and if you're going to err, do it on the side of safety. Don't do to yourself what the bad guy wants to do to you. We need all of our resources intact if we're going to be prepared to fight and win. Each of you is too important to this team to lose your life or risk someone else's because you didn't use common sense. Choose wisely - choose safety.

YOUR LINK TO THE

COMMANDER

The Action Line is your direct link to me for complaints, suggestions or comments. It's not intended to replace the chain of command. When normal command and agency channels haven't been able to resolve your concerns, call 7-2324, fax 7-5637, e-mail (Action.Line concerns, call 7-2324, fax 7-5637, e-mail (Action.Line @lakenheath.af.mil), send through distribution (48 FW/PA), mail (48 FW/PA, Unit 5210 Box 215 APO AE 09464-0215), or hand carry your Action Line to the public affairs office (Building 1085). You may remain anonymous; to receive a reply, leave your name, unit, duty or home phone number, and full APO mailing address. Names are confidential.

48th Fighter Wing

I'm living in a temporary lodging facility and wondering why these facilities are included in base-wide exercises. Today, I tried to go home from the gym to change and go to work, but I wasn't allowed in.

think housing and lodging facilities should be included.

Thanks for the opportunity to explain our Liberty Wing exercise philosophy. We train to real world standards and aim to do so within parameters convenient for the entire wing unless necessary. On the date in question, you got caught in a traffic divert established in response to an exercise scenario. We simulated the evacuation of nearly 30 buildings and opted to exercise traffic control around the base exchange area. This allowed realistic training for our disaster response teams.

As you'll recall, we kept the disturbance to a minimal amount of time, and allowed traffic access to the hospital for providers and those with medical appointments or in need of emergency care. It is through realistic training that we succeed at our

I'm very glad to see security has been implemented around Anglo Housing. However, the playground Lakenheath Elementary School children use for recess is separated from the A-1065 only by a fence. There is no security there while the children are playing, and I am concerned. I would like to know if there is additional security that can be implemented between the A-1065 and the school grounds.

You are correct security is of the highest priority as a result of recent events. It is for the reasons you outlined that Lakenheath Elementary School did not use their designated playground for recess this past week. I assure you the protection of our children is a wing priority. As a result, security measures have been enhanced at all our Department of Defense Dependent School campuses.

I know we have to exercise, but I don't daily mission. Jet 48 editorial staff Col. John T. Brennan

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ON THE COVER

Maintainers prepare a 494th Fighter Squadron F-15E for a night training mission. (Photo by Senior Airman Jimmy Harper)

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Staff Sgt. Dean J. Miller

Chief of internal information Senior Airman

Charlene Carl

Lorry search yields six stowaways

BY MAJ. STACEE N. BAKO

48TH FIGHTER WING PUBLIC AFFAIRS

Six stowaways were found locked in a compartment under a lorry when it was stopped for routine search here today at Gate 1.

Staff Sgt. Jonathan Dauzat and his military working dog, Brit, 48th Security Forces Squadron, were alerted to loud banging coming from the compartment under the lorry and notified Ministry of Defence police and Suffolk Constabulary who responded to the situation along with additional security forces personnel.

The Gate 1 entrance and exit to the base was temporarily closed and traffic was diverted to Gate 2 until the vehicle search was complete. Traffic on the A1065 was also stopped for a short time, to ensure the safety of passers-by.

Security forces personnel routinely conduct searches of all vehicles entering the base to ensure force protection of its people and resources.

"Our airmen were doing their jobs the right way, they found something that wasn't right, and they took action," said Col. John Snider,



Photo by Senior Airman Jimmy Harpe

A security forces member stands guard as the lorry is searched.

48th Fighter Wing vice commander.

"It's an excellent reminder to us all to be vigilant when it comes to force protection—you never know what could happen."

The individuals, claiming to be Iraqi, and the lorry driver were arrested for of-

fenses relating to illegal immigration. Additionally, they were all detained under the Prevention of Terrorism Act 2000 due to the circumstances surrounding their discover and procedural and time requirements of the investigation according to Suffolk Constabulary.

The Home Office and Suffolk Constabulary are conducting an investigation of the situation.

Generator fire sends flames onto fuel, oil tanks

BY MASTER SGT. WILL ACKERMAN

48TH FIGHTER WING PUBLIC AFFAIRS

Base firefighters quickly extinguished a fire from a power generator at Hush House 2 that sent flames onto adjacent jet fuel and oil tanks Sept. 21.

The Dash 60A generator exploded when three maintenance airmen initiated a jet engine test run inside the test facility on the north side of RAF Lakenheath's flightline.

Staff Sgt. Benjamin Valdez, 48th Component Repair Squadron, prepared to apply air to the jet engine from a hose that came from the Dash 60A, which was outside the facility, when he heard a "loud noise" and noticed smoke coming from the hose. The generator supplies air to start rotating the turbine engine blades.

When Tech. Sgt. Keith Jordan, jet engine maintainer, on temporary duty here from Kadena Air Base, Japan, opened an external facility door to see what happened, he saw flames had engulfed the Dash 60A, a 500-gal-

lon JP-8 jet fuel tank and a 100-gallon oil tank and thick, black smoke drifted into the partly cloudy sky.

"I yelled (to my co-workers), 'there's fire out there,'" Jordan said. Realizing the airmen couldn't extinguish the flames, Jordan called 911 and the troops evacuated the building. Consequently, the 48th Civil Engineer Squadron Fire Department responded and quickly



Photo by Senior Airman Jimmy Harper

The Dash 60A generator damaged in the Sept. 21 fire is expected to be a total loss.

extinguished the fire.

Aerospace ground equipment members expect the Dash 60A to be a total loss based upon initial investigation. The fuel and oil tanks remained intact. The test facility and the aircraft engine were not damaged and no one was injured, according to the base safety office.

The airmen's quick call to the fire department prevented the fire from causing further damage, and the decision to evacuate the area rather than attempt to fight the fire probably prevented injuries, said the airmen's section chief.

"The airmen are alive and well today because of their quick reactions," said Master Sgt. Meliton Sisneros, 48th Component Repair Squadron test cell section chief. "They realized the fire was too big for them to handle and reacted appropriately. They did exactly what they were trained to do."

The reason for the fire is unknown and is under investigation.

Drug use, assault result in courts-martial

☐ A senior airman from the 48th Communications Squadron here was sentenced to confinement for three months, forfeiture of \$300 per month for three months, reduction to airman basic and a bad conduct discharge following a court-martial, Tuesday. Airman Basic David Diaz was found guilty of violating Article 112a, possessing and wrongfully using a controlled substance, of the Uniform Code of Military Justice. The UCMJ contains the laws all service members must obey while serving in the U.S. military. He was found guilty of one specification of wrongful distribution of some amount of hallucinogenic mushrooms and one specification of the wrongful use of hallucinogenic mushrooms, a controlled substance.

☐ A senior airman from the 48th CS was sentenced to two months confinement and reduction to the grade of airman basic here, Sept. 14. The airman is due to separate from the Air Force in three weeks. Airman Basic Misty N. Balog was found guilty of one specification of the wrong-

ful use of marijuana and one specification of the wrongful use of hallucinogenic mushrooms, a violation of Article 112a, possessing and wrongfully using a controlled substance.

According to court papers, Diaz plead guilty to the wrongful use and distribution of hallucinogenic mushrooms, and Balog plead guilty to the wrongful use of marijuana and hallucinogenic mushrooms at or near Amsterdam, the Netherlands, between November and December 2000.

☐ An airman 1st class from the 494th Fighter Squadron was sentenced to confinement for six months, reduction to the grade of airman and forfeiture of \$779 for six months in a court-martial here, Sept. 15. Airman Johnny C. Downs was found guilty of violating Article 116, breach of the peace and Article 128, assault.

He was found guilty of one specification of participating in a breach of peace by wrongfully assembling for the purpose of assaulting passersby and one specification of assault and battery.

According to court papers, he was tried and plead guilty for the random attacks on passers-by in July 2000 in the Cambridge area.

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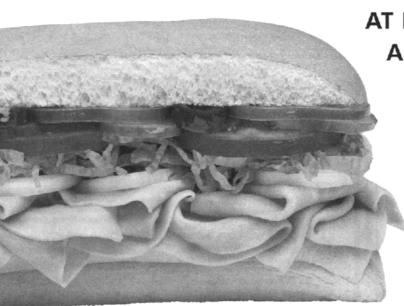
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Out and about

Maj. Stacee N. Bako, 48th Fighter Wing public affairs chief, receives help from Master Sgt. William Ackerman, 48th Fighter Wing public affairs NCO in charge, during a Mission-Oriented Protective Posture level 4 during the Wing's 2nd annual Warrior Day. (Photo by Staff Sgt. Tony R. Tolley)



WIC Overseas expands guidelines

The Women, Infant and Children Overseas program expanded income guidelines recently. Financial eligibility is still based on family size, not on the service member's rank and pregnant mothers count as two family members. The following is a comparison of the old and new guidelines:

Family size	Old guidelines	New guidelines	Increased by:
2	\$1,735	\$2,237	\$502
4	\$2,629	\$3,403	\$774
Per family m	ember add:		
	\$448	\$583	\$135

Income counted in the financial calculation includes basic pay, basic allowance for subsistence, bonuses, special duty pay, civilian income and other applicable income.

The cost of living allowance and basic allowance for housing do not count.

For more information, contact the WICO office at 7-9016.

Tuition assistance

Spouse Tuition Assistance Program application forms are available at the education center, post office and the family support center for Term 2 classes. Classes that commence or require registration between Oct. 15 and Dec. 30 are considered to be in Term 2 for STAP. Applications must be submitted to the education office no later than 4:30 p.m., Oct. 4. The sponsor's August end-of-month leave and earnings statement must also be submitted.

Bulbs issue

Self help begins issue of spring flowering bulbs Oct. 1. Times are to be determined. For more information, call 7-2577.

College night

The Lakenheath High School Parent Teacher Student Association hosts College Information Night Oct. 9 from 6 to 8:30 p.m. The evening begins with a presentation in the school auditorium followed by workshops and a college information fair.

Scholarship opportunity

The Officers and Civilians Spouses' Club sponsors two \$600 undergraduate scholarships and one \$600 graduate scholarship for military and Department of Defense civilian spouses. Sponsors must be assigned to RAF Lakenheath or RAF Feltwell. Applications are available at the education center and due by Nov. 1. For more information contact Barbara Horan, scholarship chairwoman at (01842) 82 8835.

Facility closure

The Base Self Help Store closes today for end of year files maintenance and inventory. It reopens Saturday from 10 a.m. until 2 p.m.

AFN outage

Armed Forces Network customers may experience brief programming interruptions Sept. 30 through Oct. 13 as Europe enters the "sun outage" period. The outages are the longest and most severe Oct. 6 and 7 and may last up to 20 minutes. The outages occur when satellites eclipse the sun and their signal is overpowered by solar radiation.



Photo by Senior Airman Jimmy Harper

Tech. Sgt. Lori A. Orslene

5th Space Surveillance Squadron



Hometown: Camp Hill, Penn.

Time in service: 17 years Time on station: 3 months Role in mission: Provide information management support to unit personnel

Hobbies: Travel, golf, running, spinning and reading

Favorite book: The Thornbirds by Colleen McCullough

How do you contribute to the wing mission? I support the people who do deep space tracking for the Air Force.
What does the Air Expeditionary Force concept mean to you? The opportunity to

move every few years
If you could change one thing about the
Air Force, what would it be? We need
more women who stay for the long haul.
What do you like most about being in the
United Kingdom? I like living in a quiet
English village and exploring new places.
How would you improve life at RAF

Lakenheath? I'd have larger post office boxes so CDs and small packages could fit.

How do you fulfill core values? Lead by example; I wouldn't ask a subordinate to do something I wouldn't be willing to do myself.

What's the most exciting experience you've had in the Air Force? I was notified at my parents house that I was selected for master sergeant my first time eligible.

What was the last book you read? Why did you read it? Still Me by Christopher Reeve, because I wanted to understand his life and struggles Who is your favorite leader in history

who is your favorite leader in history and why? Mahatma Gandhi, because he displayed determined, non-violent leadership.

What is your philosophy of life and why? Invest, invest, and invest. It strengthens the economy and will supplement my military retirement check.

Jet48**News**

Changing gears

BY STAFF SGT. DEAN J. MILLER

48TH FIGHTER WING PUBLIC AFFAIRS

The Liberty Wing changed gears and phased into night flying Sept. 10. The annual shift to night operations takes advantage of extended periods of darkness, typical during fall and winter. Most flight activity now launches in the early evening and ends by 11:30 p.m.

Liberty aircrews train extensively for night missions - the most demanding environment to fly in - because the wing must always be proficient in night operations.

"The F-15 is a day and night all weather fighter. We fly day and night to hone our warfighting skills to take the fight to our nation's enemy 24 hours a day, seven days a week," said Col. Ben Hensley, 48th Operations Group commander. "Night flying is especially critical as it dramatically increases our technology edge. The U.S. military 'owns the night' and the element of surprise."

The goals of initial night flying missions are first to ensure currency training for 48th Fighter Wing flight instructors and then to ensure currency and qualification for all other aircrew members, said Maj. Christopher Cronk, 48th Operations Support Squadron, chief of wing training.

"At night, your visual senses are diminished, which makes flying the aircraft more challenging," said Cronk. "It's very difficult to see terrain or even other aircraft. To help our aircrews, we give them another sensor night-vision goggles."

The goggles, despite their reputation, do not turn "night into day." However, they do amplify available light, which provides a significantly increased capability.

"To a certain extent, the NVGs provide more visual cues while night flying," said Capt. Chris Kirby, 493rd Fighter Squadron pilot and assistant weapons officer. "For example, with good weather, we may be able to see the horizon and landscape at night. NVGs may also allow us to see bandits at longer ranges and possibly identify the number and type of aircraft. Overall, NVGs enhance our nighttime situational awareness throughout all phases of flight."

All aircrew receive formal training before flying with NVGs. Training includes classroom academics, two air-to-air and two air-to-ground missions with an instructor for F-15E Strike Eagle crews and four air-to-air missions for F-15C pilots.

"The F-15 is one of the last platforms to use NVGs," Cronk said. "We've only been flying with them a few years. We could fly our missions without them - on instruments — but anyone who's flown using NVGs wouldn't want to fly without them."

NVG missions require additional mission preparation time and more training sorties to maintain proficiency. Prior to a mission, aircrews use test equipment located in each squadron life support section to ensure their NVGs proper function and focus. Since F-15 cockpit lighting is not NVG compatible, aircrew place specialized lighting kits around cockpit instrumentation before night missions. For added safety, goggles are not worn for take-off or landing.

"They're not like binoculars," said Staff Sgt. Erick Matos, 494th Fighter Squadron Life Support assistant non-commissioned officer in charge. "They're more like miniature television screens, and even a fingerprint on the lens reduces visibility to a dangerous level."

According to Matos, once activated, the 1.63-pound goggles reduce peripheral vision, forcing aircrew to physically turn their heads to see things around them.

"It's sort of like looking through a soda straw, with everything around that soda straw being pitch black," said Kirby. "The NVGs are not color, rather you see shades of green. Also, it's very difficult to judge distance and closure while looking through NVGs."

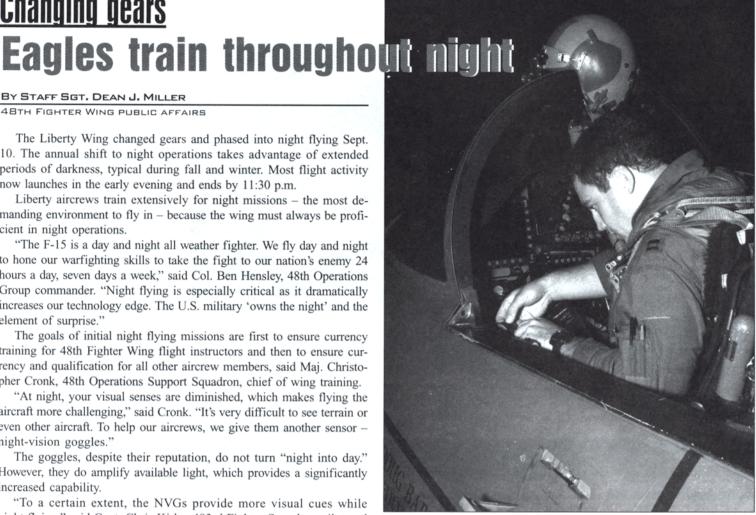


Photo by Senior Airman Jimmy Harp

Capt. Doug Bartels, 494th Fighter Squadron F-15E pilot, attaches the night vision goggle compatible lighting kit around the cockpit before a mission Monday night.

To counter this, aircrew continually crocheck outside cues with cockpit instruments to maintain proper orientation and situational awareness.

"NVGs are another item in our bag of tricks to increase situational awareness," said Capt. Doug Bartels, 494th Fighter Squadron F-15E pilot. "However, training is critical, because it does take some learning to fly the mission with NVGs. But the added benefits far out-weigh any disadvantages; I wouldn't want to fly without them."

According to Bartels, NVGs help prevent spatial disorientation – an inability to determine terrain from sky - by allowing pilots to see the horizon at all times.

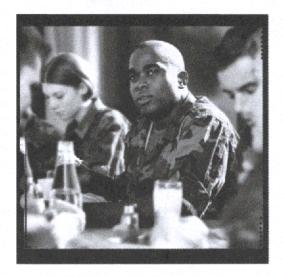
In support of the night flying schedule, most groups have extended hours or services to some degree specifically for it. To support night operations, 48th Logistics Group preparations included planning work schedules and resources to meet higher demands at later times in the day.

"Our greatest challenges include making sure we maintain the responsiveness of our work centers to support sortie generation requirements while at the same time continuing the sustainment part of our normal production," said Col. Robert Garcia, 48th Logistics Group commander.

In support Liberty Wing members working later shifts, the 48th Street Café serves dinner from 4 p.m. to 7 p.m., security forces have more people on the gates to speed base entry under current force protection conditions, base civil engineers have increased airfield sweeper operations and aircraft barrier maintenance

The 48th Mission Support Squadron offers appointments in most areas during normal duty hours and has people on emergency telephone standby, in case a service is needed outside normal duty hours.

Night operations are expected to continue through March.



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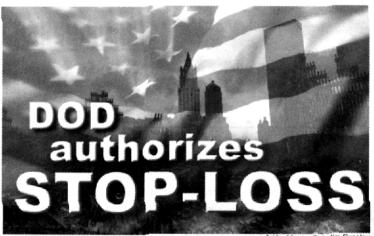
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The U.S. secretary of defense has authorized the use of Stop-Loss measures in order to support President Bush's campaign against terrorism

The secretary of defense has authorized the use of Stop-Loss measures in order to support President Bush's campaign against terrorism, Air Force officials at the Pentagon said Sept. 20.

The decision, which gives service departments the authority to retain members beyond established dates of separation or retirement, was made by Donald H. Rumsfeld, U.S. Secretary of Defense, on Sept. 19, said Lt. Col. Jan Middleton, chief of promotion, evaluation and separation policy for the Air Force.

"The purpose of this action is to meet mission requirements in support of Operation Noble Eagle and any follow-on operations regarding the Sept. 11 terrorist attacks on the nation," she said.

In a Sept. 20 address to Congress, President Bush responded to the attacks by declaring war on the world's network of terrorism.

As a result, as many as 50,000 reservists — including people in each branch of service — have been called to active duty in recent days. Title 10 of U.S. Code permits the president to enact Stop-Loss mea-

sures when such a call-up takes place, Middleton said.

"Title 10 permits the president to suspend any provision of law relating to promotions, retirements and separations during any period when members of any reserve component are on active duty under involuntary mobilization authorities," she said.

Capt. Wendy Bentley, 48th Fighter Wing Military Equal Opportunity chief, is affected by the stop loss.

"Currently, I am pregnant and planned to separate from the service in March," said Bentley. "However, under the current message, I won't be able to separate so I had to apply for a stop-loss waiver."

Bentley, along with other bluesuiters, is waiting to see if the waivers are approved by the Air Force Personnel Center.

Capt. Amy Anderson, chief of retirement and separation policy for the Air Force, said the key will be to ensure the service retains the critical skills needed for mission requirements. At least for the short-term future, the policy will affect all bluesuiters.

"The initial Stop-Loss period for all Air Force specialties will be for at least 30 days," she said. "All retirement, separation or component transfer actions will be suspended until termination of Stop-Loss, unless an exemption is applicable or waiver is granted. This (Air Force Specialty Code) list will be revised and made available to the public as requirements are validated."

A few exceptions will apply, Anderson said.

"This suspension does not apply to the mandatory separation or retirement of personnel because of disabilities, or hardships," she said.

"But, officers being separated due to nonselection to captain, major or lieutenant colonel will not be exempted."

The captain added that separating or retiring members who, as of Sept. 22, have an approved effective date on or before Oct. 1, or who had made arrangements to ship household goods on or before Oct. 1, are exempt from Stop-Loss. In addition, those people serving an overseas unaccompanied assignment where the tour length is 15 months or less, and who will retire or separate upon tour completion, are also exempt. (Courtesy of Air Force Print News Service)

OPSEC critical every day, everywhere

BY CAPT. ELIZABETH A. ORTIZ

U.S. AIR FORCES IN EUROPE PUBLIC AFFAIRS

Operations security, or OPSEC, is a key component of antiterrorism and force protection. It helps protect servicemembers, civilian employees, families, facilities and equipment everywhere by denying information.

Good OPSEC practices are important, especially in light of the recent terrorist attacks on the United States, said Capt. Jim Williamson, OPSEC program manager for U.S. Air Forces in Europe.

"It is all about denying the bad guys information so we can protect personnel and maximize mission effectiveness," said Williamson.

When people identify and protect critical information (military operations, capabilities, limitations, intentions, personnel, programs), OPSEC becomes a proactive means by which adversaries are denied this important advantage, Williamson said.

"Even if you're not part of operations, OPSEC still applies to you," he said.

References to this information are maintained on a critical information list, commonly known as a CIL, Williamson said. The lists should be kept handy, like by the telephone,

for convenient reference. Unit OPSEC managers are responsible for tailoring the CIL to their particular work areas and distributing it throughout their units.

"If a person needs to discuss critical information, they should use a secure telephone – remembering appropriate security clearance does not constitute a need to know," he said.

Since force protection and antiterrorism protect the Air Force's most precious asset – its people – it is critical that OPSEC be scrupulously applied Air Force-wide everywhere, every day, Williamson said.

"While OPSEC has received increased attention lately, it's important all the time," he said. "The adversary isn't just seeking information during time of conflict. He's patiently waiting and collecting it all the time."

Also, people should be careful of what they throw in the trash because "one man's trash is another man's treasure," Williamson said.

Cell phones, while extremely convenient, are one of the easiest means of communication to monitor, he said. No critical information should be discussed on a cell phone, he said.

While there is no critical information list for family members, Williamson said they should stop to consider if what they are talking about would be of interest to someone collecting information.

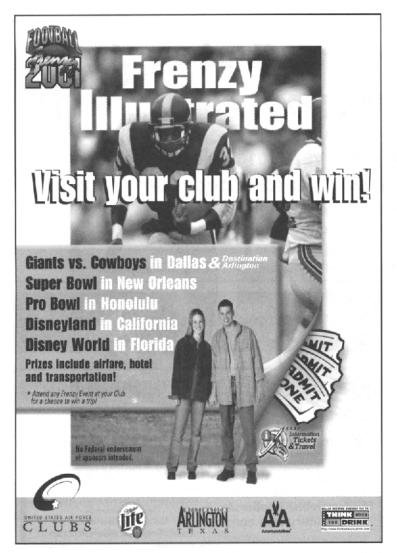
"We all have a role in OPSEC, and that includes family members," he said. "Information such as the cancellation of leave or work schedules can provide the adversary with another piece of the overall puzzle he's trying to piece together. It's everyone's job to protect their piece of the puzzle," he said.

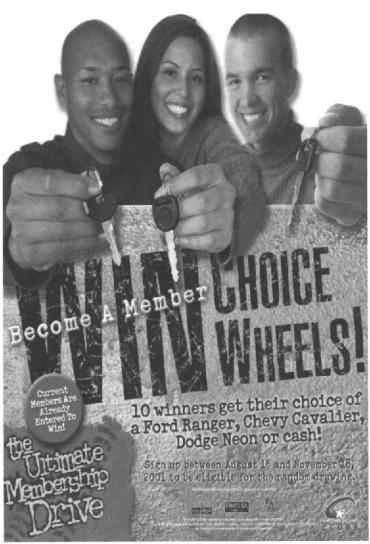
OPSEC also focuses on observable actions. According to Williamson, an adversary creates a profile by simply observing people's daily activities. Then they can easily identify not only routine activities, but deviations as well, he said.

"For example, if the same exact patrol route were followed at the same exact time every day, the patrol would quickly become predicable." Williamson said.

"If the patrol were suddenly not there, that would be an indication of a change to the mission. If an action is random to begin with, the adversary is left guessing, and "that's the point of OPSEC."

"OPSEC is important both on and off duty. We're all very proud of the work we do, but the particulars are not for everyone's ears," he said. "The adversary is real, he's listening, and he wants to know what you know."





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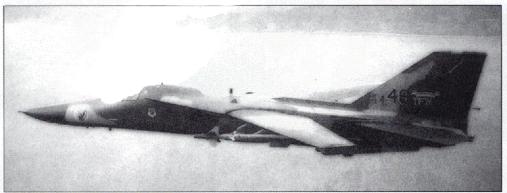
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Jet48**Features**

National Hispanic Heritage Month

Celebrating the future of a culture within our culture



Maj. Fernando Luis Ribas-Dominicci flew a 48th Tactical Fighter Wing F-111 similar to this over Libya during Eldorado Canyon April 15, 1986.

BY SENIOR AIRMAN CHARLENE CARL 48TH FIGHTER WING PUBLIC AFFAIRS

The Air Force is a smaller version of the larger American culture it represents. And like its founder, it embraces a wide breadth of cultures from all over the world. As part of the great melting pot it represents, the Air Force shares in America's diversity and celebrates it with heritage months.

One such celebration is National Hispanic Heritage Month, which began Sept. 15 and continues through Oct. 14. This national

observance is a tradition that began 30 years ago when President Lyndon B. Johnson designated a week in mid-September as National Hispanic Heritage Week. In 1988, President

"I BELIEVE WE (HISPANICS) ARE BIG PART IN MILITARY AFFAIRS AND HAVE A LOT TO CONTRIBUTE. THIS IS

> - LT. COL. ALEX CRUZ-MARTINEZ **48TH LOGISTICS GROUP** DEPUTY COMMANDER

STARTING TO UNDERSTAND WE PLAY A DEFINITELY A POSITIVE TREND.

Ronald Reagan extended that week to a month-long observance. It recognizes and honors the Hispanic population, which is a diverse culture with roots in more than 20 countries, including the United States.

Along with that diversity, the Hispanic population brings a tradition of strength and excellence to American history, aviation and the military.

One such American, and former Liberty Warrior, Maj. Fernando L. Ribas-Dominicci, contributed to history during the Eldorado Canyon campaign over Libya April 15, 1986. He left the 48th Tactical Fighter Wing on a combat mission, but never returned.

Instead, he gave his life for his country when he was shot down over the Mediterranean Sea off Libya's coast. A searchand-rescue mission was initiated, but on April 16, 1986, Ribas-Dominicci was declared killed in action.

"For years the Libyan government claimed not to have Ribas-Dominicci's body," said Tech. Sgt. Greg Henneman, 48th Fighter Wing historian. "However, the Pope became involved with the recovery and the pilots remains were later flown back to his wife. The second crewmember's body (Capt. Paul Lorence) was never returned. Dominicci was just one of a great number of Hispanic men and women that dedicated their lives as airmen to America."

Today, Hispanics represent 5 percent of the approximate 349,089 total active-duty Air

> Force population; 2.3 percent of officers and 5.6 percent of enlisted members. The numbers seem small but are steadily growing.

"The Air Force could be doing a little better (in relation to the number of Hispanics in other branches of the armed services),

but the encouraging news is we've about doubled our percentage of Hispanic recruits in the past seven or eight years," said Master Sgt. Tom Clements, Air Force Recruiting Service.

Lt. Col. Alex Cruz-Martinez, 48th Logistics Group deputy commander, agreed the growth is encouraging.

"I believe we (Hispanics) are starting to understand we play a big part in military affairs and have a lot to contribute," said Cruz-Maritinez. "This is definitely a positive trend. I give thanks to God we are part of the United States and are able to serve under its flag."

In honor of the many achievements Americans of Hispanic heritage have contributed, and as their numbers continue to grow in the Air Force, their roots are not forgotten, but encouraged and celebrated through this national observance

☐ Air Force fighter ace Capt. Michael Brezas received the Distinguished Flying Cross, the Air Medal with 11 Oak Leaf Clusters and the Silver Star for downing 12 enemy aircraft during World War II.

Col. Manuel J. Fernandez, Jr., an Air Force ace in the Korean Conflict, flew 125 combat missions with the 4th Fighter Interceptor Wing and was credited with 14 1/2 kills. These kills placed him among the top U.S. Air Force aces of World War I, World War II and the Korean conflict combined.

 John Montijo, an ex-Army instructor of Hispanic descent, became Amelia Earhart's flying instructor when Earhart's mentor retired. Montijo is credited with teaching Earhart to solo.

☐ Lt. Gen. Manuel J. Asensio, while serving as the staff air engineer for the Tenth Air Force in the China-Burma-India Theater, pioneered the procedure for airlifting heavy construction equipment. He also oversaw the construction of 17 air bases along 2,000 miles of the South Atlantic Air Transport route, which was critically important during World War II. Asensio was awarded the Air Medal for many dangerous low-level flights over enemy territory while carrying out his duties.

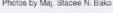
☐ The late Dr. Hector P. Garcia was a World War II combat hero and champion of hispanic civil rights for 50 years. Garcia founded the American GI Forum in 1948 to fight discrimination against Mexican-American veterans.



Jet48Sports&Fitness



Drivers take their mark at the Rockingham Motor Speedway Saturday.





START YOUR ENGINES



LAKENHEATH MEMBERS JOIN NEW RACING CIRCUIT

BY MAJ. STACEE N. BAKO

48TH FIGHTER WING PUBLIC AFFAIRS

Fast jets and racecars are a perfect match according to a crew chief and a housing manager assigned here.

Luckily for Tech. Sgt. Alex George, 494th Fighter Squadron, and Joseph Delozier, 48th Civil Engineer Squadron, Anglo-American Stock Car Racing or ASCAR, made its debut in the U.K. this year. And when the call came for volunteers to help out, they eagerly joined the fun.

In May, ASCAR thundered onto the U.K. motor racing scene and British Team West-tec owner, Gavin Wills turned to the States for basic sport knowledge, and to the bases for volunteers to help his team.

"It's quite clear that America is the leader in oval track racing,' said Wills. "So as soon as we knew we wanted to form a team, we went to the States and did a lot of research on oval racing. Then we established a contact with the American forces that introduced us to a lot of guys who kindly assisted us with this car."

The American connection has made a difference according to Wills. "They've done a fantastic job and have made a significant contribution to the speed of this team." The team's Car 3 holds the ASCAR record for fastest lap speed of 36.3 seconds on the 1.5 mile Rockingham track.

Similiar to National Association for Stock Car Auto Racing in the States, ASCAR features full size replicas or "stock cars" of American sedans built using thin sheet metal. They normally feature 5.7 liter, V8 engines with 430 horsepower or more, and can reach speeds up to 170 miles per hour.

"I've worked 360 Sprint cars in Texas and Oklahoma and late models in South Carolina, so when I saw this chance—I jumped!" said George.

George is a pit crewmember for Team West-tec's Car 3 driven by "The Flying Dutchman" Michael Vergers, a former single seat racer, now trying his skills at stock cars.

Team West-tec proved victorious at Rockingham Motor Speedway, in Corby, Sept. 22 when Car 3 took first place and inched points closer to winning the Mintex Cup.

Bringing more than seven years experience to the team, George has enjoyed helping the team win two races and place second in a third one this year. He thinks they'll do well in the final race for the Mintex Cup, Oct. 7.

Delozier also works on Car 3, performing pit crew duties and playing a key role as the 'spotter' for Vergers.

Because of his responsibilities of watching over the driver, he has been aptly named the "angel in the sky."

While there is a rear-view mirror capturing all angles around the car, the driver is pretty much immobilized during the race and has poor peripheral vision as a result. The driver can't just turn his head to see what the other cars are doing and that's where the "angel" comes in to play.

"It's my job to watch all the other cars and tell the driver what's going on," explained Delozier. "When he clears a car I tell him, 'clear' and if there's a car below or above him, I tell him 'car high or car low."

'T'll tell the driver what line to drive, whether it's a high line or a low line and I work with the other spotters. If there's a slow car, I'll look over and ask them to go low or go high, whichever my driver prefers so he can get around them without incident."

A former stock car driver in the States, Delozier jumped at the chance to get involved with the team.

"This is a brand new series this year and because these were all American cars and motors, they wanted some Americans that worked on racecars before," said Delozier. "So when I got here and I heard they were looking for folks, I said 'I'm there!"

While the team has had some recent successes, the season didn't start off too well for Team West-tec.

"We had a big problem with the motors when we first started," said George. "We basically had to swap the old motor out with a Corvette motor and it's made all the difference in the world." Since the motors, suspension, and gearing are all "spec," teams can't adjust them according to George.

"Everyone starts on equal footing. Winning comes down to the driver and the set up on the car of the tires."

Vergers, the driver, said a good pit crew is the key to success.

"The pit crew is essential in setting up the car and making sure everything is right on the day so that the driver who takes the glory at the end of the day can perform and do his duty," said Vergers. "If it wasn't for the crew, we would have been struggling and with them being American they've got closest association and knowledge of these types of cars—I'm really pleased with our American crew!"

Being new to the sport with a background in light and agile, single-seaters, Vergers also appreciates his "angel" to help guide him through the race.

"Joe is really, really good," said Vergers. "He's taught me so much from the spotting side of it. He's actually coaching me as I'm driving around the track.

"He's on the radio all the time saying 'good line here, you're turning in a bit early'. When there's other cars involved he's giving me advice like 'ease up now, and you're getting past him.' So he's really good. Without Joe, I would have a difficult time."

Vergers is hopeful for a victory in their next race to clinch the Mintex Cun.

"Together we put a little more time into the car, I improve my driving, and the team gels better," said Vergers. "So I think Oct. 7 will be another victory."

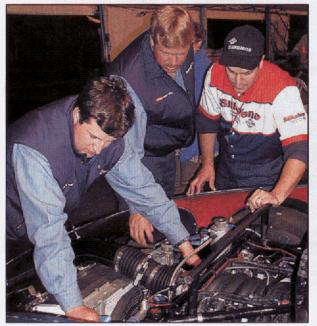
George plans on participating with ASCAR until he leaves here in three years. "As long as this takes off, and I think it will, I'll be with the team," said George. "It's a real big deal here. The oval track is new in [Rockingham], and traditionally, English tracks are really small so they've never had anything this big."

George encourages people who are interested in ASCAR to go to the website and look for a team to join.

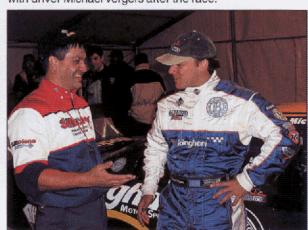
"Or come to the races and hang out," said George. "That's the big difference between us. NASCAR will let you get in the pits, but they won't let you get in the cars. We let people into the garage, look at the car and touch it, and take pictures. And I think it's going to make a big difference over here."

For tickets and information go to www.ascar.co.uk or www.rockingham.co.uk.





(Above) Tech. Sgt. Alex George, 494th Fighter Squadron, and Staff Sgt. John Ritz, 100th Transportation Squadron, practice pit stop procedures. Currently, the team can change tires in about 18 seconds. (Left) A West-tec engineer shows George and Joseph Delozier, 48th Civil Engineer Squadron, how to fine-tune the engine on Car 3. (Below) Delozier talks with driver Michael Vergers after the race.



Jet48Sports&Fitness

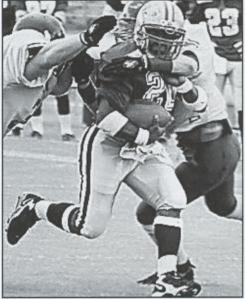
Ipswich Cardinals clobber Norwich Devils for title

BY CHRISTIAN CANTRILL

IPSWICH CARDINALS HEAD COACH

The Ipswich Cardinals and Norwich Devils squared off in the British Senior League Division II National Championship game Sept. 10. Both teams combined had 13 players and coaches from RAF Lakenheath and RAF Mildenhall, many of whom are a part of Team USA Force from RAF Lakenheath.

The game started off with both offenses scoring quickly, but the Ipswich defense soon overwhelmed



Photos by Nigel Payne

Marc Wallace breaks through Devils defenders to head for the endzone.

the Devil's top rated passing attack – 126 total passing yards – with only the 95th Reconnaissance Squadron's Mike Wilson causing damage on the ground for Norwich.

Marc Wallace, 48th Security Forces Squadron, scored the next two touchdowns for Ipswich with runs of 34 and 44 years. He finished the game with nine carries for 128 yards and the two touchdowns.

The Cardinals snuffed any attempts by the Devils to score with Cartez Hester, 48th SFS, Jimmy Howard, 48th Equipment Maintenance Squadron, and Fred Crenshaw, DECA, leading the way defensively, going into the locker room with a 26-7 lead.

After the half, Ipswich broke the game wide open with a pair of touchdowns by Brian Pettaway, 352nd Maintenance Squadron, one of which was an electrifying 69 yard jaunt to finish the scoring. Pettaway finished with seven carries, 91 yards and two touchdowns.

Norwich got a last minute touchdown, but it was little too late as the final whistle sounded and the final score was Ipswich 47, Norwich 15.

The Cardinals totaled 457 yards on the ground



Cartez Hester levels the Devils' running back at the line of scrimmage.

against the strongest defense in Division II. The Game MVP was East Anglian player Paul Borstal – 187 yards rushing and three touchdowns.

This was the cap to an emotional season for the Cardinals, one in which they first tied and then lost to Norwich 23-22 earlier in the season, and a mid-season 19-0 loss to the Oxford Saints, which was avenged in the semi-finals when they beat them 28-0. Other American players involved were John Croston, 48th Services Squadron, Scott Podeyn, 48th Fighter Wing, Ken Ross, 493rd Fighter Squadron, Jermaine Ramsey, 48th SFS, Mike Jones, 100th Air Refueling Wing, and assistant coach James Mitchell, 3rd Air Force.



Brian Pettaway sweeps past a tackle to get

Sports Shorts

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RAF Mildenhall begins indoor soccer Oct. 8. Registration is open to the first 36 applicants ages 5 to 12 for each age group. Cost is \$25 for members, \$30 for non-members. Volunteer coaches are needed. For more information, call Charlie Earp at 98-7078.

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Photos by Senior Airman Tiffany Jeltema

Tia Pirkl is an ACE-certified fitness instructor. For more information, call 7-3607.



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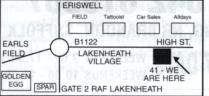
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Jet48Perspectives

Tolerance How much should be tolerated?

BY LT. COL. BILL RENFROE

48TH SECURITY FORCES SQUADRON COMMANDER

Why do we often tolerate toleration?

Over the years, I have seen a growing number of Air Force members turn their heads and ignore numerous issues. Some are very small like correcting someone that doesn't have their hat, other are big like overlooking safety standards. Why did we start tolerating toleration? When did we decide it was fine to not follow rules or enforce them? How did we learn to turn our heads and pretend to not see it?

I personally think that several things have changed in our Air Force that has caused this.

First, is the number of programs available that people have to make complaints, when they are treated in what they perceive to be an unfair manner. While these programs can, and do serve a very valid purpose, the majority of complaints to these programs are unfounded. Many times people turn them into programs used for trying to turn the attention away from the complainant when a supervisor has corrected versus reporting a real problem. The attention given to these matters are significant. Senior commanders are involved and the military member being accused is under heavy scrutiny until the report is completed. Even then, after the report is complete and no wrongdoing has been identified, the accusing member can then take it to the next level and it starts all over.

Once again, I think these programs have a

purpose when they are used for the right reasons, but when they are used wrongly, they can have a devastating impact on moral and discipline and possibly even the mission. The facts is that in 2000, 98.5 percent of all Inspector General complaints were not substantiated. Military Equal Opportunity had a higher substantiation rate of 33 percent for 2000. In today's Air Force, it seems most individuals look away from the mirror to blame others for their faults or shortcomings.

The second issue that has helped reinforce toleration was our Quality Air Force movement. We modified our behaviors as commanders and supervisors and were told that all those years of personal training and doing the mission did not mean very much anymore. We needed to listen to the airmen. I will be the first to agree that we need to listen to airmen, NCOs and officers, not just one collective voice at one level. I once read a quote that said, "None of us are as smart as all of us." It has always made me think to ask for other opinions and ideas.

Those of us that have been trained and down the path a couple of times know where most of the cliffs are. We need to listen to those experts or we are doomed to fall off the cliffs again.

This brings me to my third point, leading takes effort. Leadership can include having to get in someone else's "space" to make a correction. This is not an activity most people are taught to do until they get into the military; it's not common to most Americans.

The final factor I'd like to draw your attention to is laziness or complacency. It's easier to ignore something than it is to put out the effort to correct it. Those in senior positions can see that very few enlisted performance reports receive a final rating of "4" or lower. Many supervisors do not like to make the tough calls to correct and document because of the effort or repercussions of their decisions.

So, what should we do?

We all need to start helping those that are tolerating little or big things. When we tolerate, we just dropped the bar. Many members will keep "testing the waters" until you show them where the bar is set. When you see something wrong correct it, even if you are not senior in the group. You do not have to be senior to be a mentor to others or to demonstrate leadership.

Remember, we do not take off our ranks and responsibilities when we take off the uniform. Our first sergeants and chiefs are fine examples of nontoleration. If they see it, you can bet they will not tolerate it. We are under a sworn oath to uphold the Constitution of the United States, the orders of the president, and officers appointed over us. Toleration is clearly a domestic enemy to the good order and discipline of the Air Force. Do the right thing, even when no one else is looking. This is our Air Force; let's make sure no one comes close!

(Editor's Note: Comments on any editorial may be sent to the Jet 48 editor at: Jet.48@lakenheath.af.mil)

No more 'business as usual'

BY LT. COL. MELISSA KALLETT

48TH SUPPORT GROUP DEPUTY COMMANDER

The leaders of our United States, along with the British Prime Minister, have described the recent terrorist attacks in New York, Washington and Pennsylvania more poignantly than I ever could hope to do. They spoke of the "hideous and foul events", the "stealth and deceit and murder," and the awareness of "this first war of the 21st century."

The fact is, our lives as we knew them are changed forever.

The security of our homeland, our distance from world destruction, and our belief that we could remain untouched by world violence all changed in a matter of moments. Our shores are vulnerable, and massive vulgar acts of terrorism of a grand proportion can happen on our soil.

Living in Britain and watching the events in New York unfold on television, was akin to watching events in previous years unfold in Kuwait or in Kosovo. The events were happening elsewhere. The events were happening in a different country. The events didn't affect me directly. The terror in New York was across the ocean, not here. How easy it could be to fall into that feeling of security sitting in England. How easy it could be to look at the affects of terrorism in the United States and feel as if you are watching events unfold in a foreign land. How easy one could sit here and think our lives can continue as usual because the destruction is happening elsewhere. But we can't think this way. New York is our reality, and this time around, we are the country.

New York Mayor Rudy Giuliani told his city to get back to work and to

resume normalcy. He said that to do otherwise is to let the terrorists win. But can one return to business as usual after an act of violence such as this? I dare say no. We can certainly return to our usual business, but it will never be "business as usual." We all need to be patient and appreciate that we are trying to do our usual business in this most unusual of circumstances. We are wrong to expect that things will be as they were two weeks ago.

The signs at the gate blared FPCON Charlie, yet people questioned why the bowling center was not opened. We increased security checks at our gate, placed our security forces on hideous duty hours to accommodate the increased posting to ensure our personal safety, and complaints could be heard of having to wait in traffic before entering the base or having to stop for a random vehicle inspection. We cordoned off parking lots for added safety at our workplaces, yet people complained of having to walk the extra few feet from more distant lots. We wanted our pool, we wanted our fast food outlets, we wanted to shop daily at the BX, we wanted our school field trips, we wanted our units back at full strength without having to augment other areas, and we wanted youth programs back in full operation. We wanted things the way they used to be. We wanted our freedom back to do "business as usual." Too bad we can't do that. Times have changed.

President George W. Bush asked our nation and the democratic world for "patience, for the conflict will not be short." We should abide by his words here as our base takes steps to resume its usual business. Our lives have changed; things are different. Together, we can push past these difficult times, though it will not be short, and it will never be "business as usual."

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Top 10 List: How to be a great leader

BY MAJ. JILL STIGLICH

48TH CONTRACTING SQUADRON COMMANDER

Leadership philosophy has its place. I am all for integrity first, service before self, and excellence in all we do, but these are concepts. Leadership is not a cookbook recipe, but a few simple rules can help quite a bit.

Over the years I have gotten ideas from my bosses and subordinates, good and bad. I have also learned by doing things the wrong way.

Once you are finished taking in new ideas, I think you are finished being a leader.

This is my top ten list of practical things I have learned about leadership, and although I wish I could say I was creative enough to have thought up the ideas below, not one idea is mine. They have all come along the way.

□ Number one: Be yourself

Being someone you are not is very confusing to those that know you. While this list is built on the idea you can emulate others, you have to make it fit with your personality. People, especially folks who work for you, will see right through you if you are not being sincere.

☐ Number two: Be good at what you do

If you display little competence and are not good in your chosen career field, your credibility will be tarnished. Folks are less likely to listen to you and will begin questioning your decisions, in turn having a negative impact on the unit's morale. Read trade journals, keep upto-date, and do whatever it takes to know your job. This alone will help you establish a credible vision.

□ Number three: Work hard

I do not mean work twelve to fourteen hours a day. Some people stay late because they think their boss will notice. Sure they'll notice, but quality and quantity of output is what your boss wants. I had a boss tell me if two people go to the pool every day and one swims laps for an hour and the other stays for three hours, but swims very little, who is the better swimmer? Swim your laps hard and go home.

☐ Number four: Take care of your people

Spend some time getting to know your people. Another boss once told me, "Take care of your people, and they'll take care of you. Don't take care of your people, and they will take care of you."

□ Number five: Set high standards

Set the bar high in every facet of your responsibilities. This includes fitness and personal appearance. The weight management program is not popular, but it is there for a good reason. Have your finger on the pulse of every performance measure that matters. Ask yourself why you are not the best. If the status quo is good enough for you, maybe you should step aside and let someone else take over.

☐ Number six: Keep your priorities

It could be family, your organization or God. Be mature enough to respect other's priorities even if they differ from yours, provided their priorities support the organization — mission first. If you know their priorities, you'll be able to leverage this knowledge to understand how they tick and what motivates them. You'll get more from your folks this way. Remember your family — and theirs — has to be high on your list. They are the ones waiting when you walk in the door every night, and hopefully they're at the end of your Air Force career as well.

☐ Number seven: Have courage of your convictions

Know the difference between right and wrong, and stand up for it. Go to bat for your people — they'll appreciate it and know you care. Encourage folks to tell you what's wrong. It will make you a more effective leader. Remember, bad news does not get better with age.

☐ Number eight: Be a good communicator

The Air Force could not accomplish anything without good communication. I've noticed a few leaders who expect you to read their mind and stay sitting behind their desk because they were too busy to get out and see what's going on. This communicates to people they are not worthy of

your time. Here are two techniques that help me communicate more effectively. First, at the end of a conversation, I ask the person to tell me what I just asked them to do — if they can't tell me, something went wrong. Secondly, repeat what the person just said back to them. For example, I say to people, "So you are saying..." It shows them you care enough to listen and makes sure you got the message right.

☐ Number nine: Don't feel too selfimportant

Don't get captured by the power of being in charge. If your peers think you are a backstabber, take heed. Your followers will probably think the same. A prior boss used to make the other colonels wait at least five minutes before he let them come in to see him. He said he did this so the other colonels would know who was in charge. If you're really in charge, no one will question it. The colonel's philosophy is further proof that, "No man is worthless. He can always serve as a bad example."

□ Number 10: Have fun

I think this consists of having meaningful work, without being micro-managed, and getting recognized for it, even though the satisfaction of a job well done can really be its own reward. If you like what you do, then you can really have fun doing it, but everyone has had a job they dislike. You dread going into the office and the hours drag by. You want to be anywhere but there. But, if you find your work is meaningful, the time passes quickly, and you are happy for your time at work. I cannot by myself make folks like work, but I can have a positive attitude and share it.

But, if all these tips fail, take these things with you: Remember your roots, remember the people who helped you along the way, remember to give credit where credit is due, learn from your mistakes and other's, don't be afraid to admit you made a mistake and never stop learning. These are not complicated ideas. Most of them are common sense. But a wise man is not one who knows a lot, but one who knows what to do with what he does know.

Air Force Information Assurance Awareness Campaign 2001: What's USAFE's role?

BY COL. JOHN W. MALUDA

U. S. AIR FORCES IN EUROPE COMMUNICATIONS AND INFORMATION DIRECTOR

An all-out education effort, the Information Assurance Awareness Campaign 2001 aims to promote sound IA practices throughout the Air Force by improving user awareness at all levels. The year-long campaign addresses security issues that directly affect access to and use of information. Information, after all, is power.

Today's Air Force is a high-tech, information-driven service. E-mail and the Internet have revolutionized the way people work and communicate. Trusted and timely information is critical to everyone, and the maintenance and defense of Air Force telecommunications infrastructure, computer systems and technology remains vital to the mission.

User awareness is the key to information protection. There are vulnerabili-

ties associated with the use of computers, e-mail, and the Internet - and even other common information tools such as telephones, fax machines and copiers. If individuals are not familiar with the rules of engagement, including the risks and appropriate safeguards, they're more likely to create vulnerabilities.

As a way of increasing awareness, major commands have been charged with promoting a specific theme during one of the campaign months. USAFE's theme, "Information Assurance and our Allies," is being publicized this month.

In addition, USAFE is finalizing the 2002 IA calendar, to be distributed Air Force-wide by the end of the year.

The Air Force is meeting the threat to information security head on by stepping up the tempo on awareness. USAFE is out in front in the effort. It is up to everybody on the USAFE team—military and civilian—to encourage information awareness and practice sound information protection. The power is in your hands.

Harvest time in the local are Britain COMMUNITY RELATIONS ADVISOR

around the base turning from gold to brown as this year's harvest is gathered in (not to mention the additional farm machinery travelling on our

already congested roads.) In the immediate area, farming is is the main industry and one of the largest employers, so harvest time is an important time in the year.

Harvest festival services

It was in the middle of the last century that enterprising vicars began to encourage people to come to church, bringing harvest produce to be blessed in a harvest thanksgiving service. Harvest thanksgiving services began in local churches to stop hard-earned money from harvest time being spent in alehouses and to ease hardship for poor families. The customproved very popular and was soon accepted as part of the Christian calendar.

History

In Pagan times, harvest was considered the most important of all the seasonal festivals. It was thought that the Corn Mother or Earth Goddess controlled the seasons. If the harvest was good, it meant that the Corn Mother was pleased and there would be food to last the winter. If the harvest was scanty, the Corn Mother had been vexed, and famine and death would follow. In various parts of the world the Corn Mother had different names. For example, in Greece she was known as Demeter, and pigs were sacrificed on her behalf. The Romans called her Ceres, hence the name cereals for grain crops. In Britain she was known as "The White Lady of Death," "Life" or "Inspiration."

The whole family used to be involved in harvesting the grain, because it was essential to gather it in as soon as possible while the good weather lasted. One man was appointed to be Lord of the Harvest, and he led the line of men cutting an armful of corn with a sickle as they moved up the field. Then, women would follow to gather up the cut corn and bind it into sheaves. Finally, other women and the children set the sheaves on end and put together six sheaves to make a stook, in order for the grain to dry. When all the grain was gathered, the poor people of the community were allowed

- which they were allowed to keep.

The most important load was the last waggon load, because the last sheaf was thought to contain the corn spirit, which lived inside it. The load was called the Horkey or Hock cart. The waggon was decorated with flowers and ribbons.

as were the horses. The top sheaf (the last to be gathered) was arranged to look like a woman to represent the Corn Mother. So that the spirit would be preserved, and to allow it to be reborn in the spring, people made idols out of the corn from the last sheaf (named corn dollies) and brought them into the home. They were hung in the kitchen where they protected the household throughout the winter months from evil spirits and pestilence. Different localities developed different symbols for their corn dollies: for example, Cambridgeshire the bell, Suffolk the horseshoe and Norfolk the

After the hard work involved in gathering in the harvest, there was time for merriment. The farmer usually gave a splendid harvest supper to his workers and their families. The lifestyle of the farm labourer and his family was very hard and the wages very low, so the harvest supper was something to be looked forward to with great expectation. And it was probably one of the two occasions in the year when they would be able to eat meat – the other being Christmas.

As well as grain harvesting, it was this time of year when other fruits were gathered from the hedgerows. Even today, it is possible to collect fruit in the wild which, of course, is free. This fruit can be made into jams, jellies, wine and even gin. In the local area you will see blackberries in abundance, crab apples and sloes.



Photo by Staff Sgt. Dean J. Mille

Potatoes from fields closest to the RAF Lakenheath airfield are inspected before they go onto the trucks destined for local grocery stores Monday.

schools, you will no doubt have seen flyers for upcoming services and social occasions to mark harvest time. During harvest festival services, members from the local community (particularly children) come with gifts, which are blessed at the service, and then usually distributed to the needy in the community afterwards. If there is one in your locality, it's a good way to get to know your neighbours by becoming involved.

The cathedrals in the three counties have a special harvest festival. Children will present gifts at these services, as will representatives from local services and organisations.

Bury St. Edmunds has a County Harvest Festival in the cathedral at 3:30 p.m. Oct. 14.

Ely Cathedral has a weekend of events starting Oct. 5 with a Harvest Supper in the Lady Chapel. Tickets are £7 for adults and £3.50 for children - call (01353) 667 735.

On Oct. 6 and 7, there is a Food and Farming Exhibition in the Nave between 10 a.m. and 5 p.m. Saturday there is a Choral Evensong at 5:30 p.m. and on Sunday a Harvest Songs of Praise at 4 p.m.

On Oct. 8, there is a sale of produce at 9:30 a.m. and the proceeds go to the Bedfordshire and Cambridgeshire Rural Support Group.

In Norwich, the Agricultural Association is holdings its Harvest Service in Norwich cathedral at 3:30 p.m. Oct. 21.

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92(K)	VOLVO 440 Li	5 door, red, s/roof, stereo, 1 owner, low mileage, FSH	£2,195
89(G)	VOLVO 740 SE	Auto, d/blue metallic, sunroof, e/windows	£2,495
93(K)	VOLVO 440	Metallic green, excellent throughout	£2,495
92(K)	ROVER 420 GSi	Metallic red, sunroof, PAS, electric windows	£2,495
94(L)	ROVER 414 SLi	Silver blue metallic, electric windows, PAS, immaculate	£2,495
92(K)	ROVER 216 GSi	5 Dr, auto, silver/grey, e/roof, e/windows, c/locking, PAS	£2,695
93(K)	GRANADA 2.0 GHIA	Auto, hatch, white, alloys, sunroof, stereo	£2,695
94(M)	PEUGEOT 106 XND	5 Dr, red, ltd ed., graduate model, s/roof, stereo, exc cond	£2,995
93(L)	ROVER 216 GSi	5 Dr, auto, met. blue, e/roof, PAS, 1 lady owner, low mileage	£2,995
93(L)	VAUXHALL CORSA 1.2LS	3 Dr, burgundy red metallic, s/roof, 15" 5-spoke alloys, r/cass	£2,995
92(J)	BMW 518i	D.green met, beige trim, air con, stereo, e/windows, PAS	£3,495
95(M)	NISSAN SUNNY GTI	3 door, silver green metallic, e/windows, alloys	£3,495
93(K)	VOLVO 850 GLT ESTATE	5 speed, e/roof/windows, 1/2 leather, ABS, air bag, alloys	£3,995
94(L)	MAZDA 323 1.6 GLXi	5 Dr, red, e/roof, e/windows, stereo, 5 spoke alloys, PAS, ABS	£3,995
93(K)	ROVER 827 COUPE	Blk, tan leather, air con, c/lock, ABS, alloys, superb example	£3,995
96(N)	TOYOTA CARINA 1.6S	5 Dr, e/windows, e/sunroof, stereo, PAS, airbag	£3,995
89(F)	AUDI QUATTRO COUPE	4 WD, Lt blue met, alloys, elec s/r/windows, 1 lady owner, FSH	£3,995
94(L)	VW PASSAT GL 2.0	Burgundy metallic, e/roof, e/windows, PAS, c/locking	£3,995
94(L)	AUDI 80E	5 Speed, alloys, spoiler, sunroof, power steering	£3,995
07(P)	DENAULT LACUNA	Auto finished in metallic green Air con fentactic value	C2 00E

97(P) RENAULT LAGUNA Auto, finished in metallic green, Air con, fantastic value £3,995 94(L) VAUX. CAVALIER 1.8 LSi Quartz gold metallic, low mileage, superb car £3,995 93(K) ROVER 216 COUPE Night fire red metallic, half leather, targa roof, alloys £3,995 96(N) PEUGEOT 405 GLX Est silver, air con, alloys, e/windows, p/steering, immac example £3,995 94(L) NISSAN 200 SX TURBO Red, grey trim, e/windows, alloys, immaculate £4,495 92(J) BMW 318i 5spd, dk green, colour coded spoilers, alloys, stereo, s/roof £4,750 96(P) FORD MONDEO GLX TURBO Diesel, 5 dr. met red, s/roof, e/windows, ABS, air bags £4.795 94(L) HONDA CIVIC CRX TARGA Automatic 1600cc, white, PAS, e/windows, c/locking €4.995 **HONDA PRELUDE 2.2** V Tec, auto, met blue, air con., cruise control, alloys 92(J) £4,995 **AUDI 2.6 COUPE** Wht, elec s/r/windows, 5 spoke alloys, c/l, alarm, superb cond.£4,995 91(H) TOYOTA LANDCRUISER Turbo Diesel SW B, air con, auto, power steering, bull bar, side steps £4,995 95(N) ROVER 827i Coupe, black met., grey leather, a/con, PAS, air bag, alloys £4,995 95(M) HONDA ACCORD AERODECK LS 2.0 Met blue, all electrics, low mileage, FSH £5 495 96(P) VW GOLF ESTATE T/DIESEL CL Power steering, stereo, superb €5,495 96(P) HONDA CIVIC COUPE 1.6 LSi Met. blue, alloys, e/sunroof, a/bags, PAS, immaculate £5,495 93(L) MERCEDES 190E Auto, blue met, e/winds/roof, 8 hole alloys, c/armrest, RHR, low miles, immac.£5,995 95(M) BMW 316i 4 Dr. dk gm met, grev trim, e/roof/windows, allovs, boot spoiler £6,995 93(P.P) JEEP CHEROKEE 4.0 5 Door, black, air con, leather £6.995

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98(R) VW GOLF VR6 5 Dr, silver, e/s/r/windows, stereo, ABS, air bag, BBS cross spoke alloys £8,995

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92J VOLVO 940 <u>AUTO</u> , ESTATE, BLUE, S/R, V/CLEAN	£2195
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93L VW GOLF, 3 DOOR, RED, S/R, 2 OWNERS	£2495
95N CAVALIER 2.0 GLS, <u>AUTO</u> , 5 DOOR, ALL EXTRAS	£2750
93K VOLVO 850 GLT, <u>AUTO</u> , SALOON, ALLOYS, ALL EX	TRAS £2795
89F MERC 190E, <u>AUTO</u> , 2.6 WHITE LEATHER, ETC	£2995
92J TOYOTA CELICA 2.0 GTi, <u>AUTO</u> , RED, ALLOYS	£2995
94L JAGUAR SOVEREIGN 4.0, AUTO, GREY, ALL EXTE	
94L VOLVO 940S <u>AUTO</u> , ESTATE, WHITE, 2 OWNERS	£4995

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91H	VAUXHALL CAVALIER 1.6 4 door	£1195
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Jet48Community



Photo by Staff Sqt. Claudette Hutchinson

Waiting patiently

Customers wrap around the base exchange Sept. 21 waiting to shop for the first time following the stores temporary closure in the wake of terrorist attacks in the United States. Around-the-clock weekend sales totaled \$759,000.

Teen night

The Lakenheath Youth Center holds a teen night from 7 to 11 p.m. Saturday. There will be free pizza, cake, a basketball competition, a pool table, open snack bar and a DJ. The center also opens for teens only from 7 to 9 p.m. Tuesday and Thursday. For more information, call 7-5296.

Youth meeting

The Lakenheath Community Center holds a

meeting for teenage girls from 5 to 6:30 p.m. Monday. This forum is an opportunity for teenage girls to discuss current events and express themselves openly. Snacks will be provided. For more information, call 7-5296.

Reading volunteers

The base library needs literacy assistants to help people with reading problems to meet the current demand. For more information, call 7-3713.

Lock-in

The bowling alley holds a teen lock-in from midnight Oct. 7 to 7 a.m. Oct. 8 for 12- to 17-yearolds. The theme is "super star," and teens are asked to wear a costume of someone famous. The cost is \$14 per person. For more information, call 7-2108.

College fair

The Lakenheath High School Parent, Teacher and Student Association holds a college night at the auditorium from 6 to 8:30 p.m. Oct. 9. For more information, call 7-3115.

Patriot Express

The Patriot Express, which lands at RAF Mildenhall weekly, changes its hours of arrival and departure Oct. 6. For the updated schedule, call 98-2298.

Multicultural observance event

In preparation for the multicultural observance event in December, the special observance committee and Military Equal Opportunity office hold a planning meeting at 10 a.m. Oct. 16 in the MEO classroom in Bldg. 948 for interested volunteers. For more information, call 7-3278 for more information.

Newspaper holiday greetings

BY SENIOR AIRMAN TIFFANY JELTEMA

48TH FIGHTER WING PUBLIC AFFAIRS

The Army and Air Force Hometown News Service newspaper holiday greetings program is in full swing for the second year.

Service members can send messages to relatives in their local newspapers to be published from Thanksgiving to New Years. More than 1,000 newspapers that cover several ZIP code areas are signed up to receive newspaper holiday greetings. Each person may submit as many greetings as they want. All you need is city, state and ZIP code of the relative.

The entire process is automated, forms are filled out and completed online. From there, the Hometown News Service staff e-mails the greetings to the designated newspaper editors.

For more information on how to complete a newspaper holiday greeting, call Senior Airman Tiffany Jeltema at 7-5639.



Photo by Senior Airman Jimmy Harpe

48th Operations Support Squadron members do a holiday greetings spot for Good Morning America during the Army and Air Force Hometown News Service visit Sept. 21.

RAF Lakenheath, 7-2139

7 p.m. – "Lara Croft: Tomb Raider" PG-13, starring Angelina Jolie and Jon Voight. Details are unknown, but one would ex-pect that the film will be about explorer Lara Croft and her plun-dering exploits around the world. She shoots, she runs, she

...you get the picture.

- "Rock Star" R, starring Mark Wahlberg and Jennifer Aniston. Based on a true story, an office supplies salesman moonlights as a musician in a tribute band. His life is changed forever when he is chosen out of the blue to replace the lead singer of his all-time favorite band, Steel Dragon.

singer of his all-time favorite band, Steel Dragon.

Saturday

4 p.m. – "Lara Croft: Tomb Raider" PG-13

7 p.m. – "All: Artificial Intelligence" PG-13, starring Haley Joel

Osment and William Hurt. Sometime in the future of the 21st
century, mankind depends upon computers with artificial intelligence to maintain our way of life. Man has also found new
friends in A.I., in the form of robots that are used for a variety of
functions. A boy robot is on an emotional journey toward becoming something more.

10 p.m. – "Rock Star" R

Sunday

Sunday :30a, m. – "Lara Croft: Tomb Raider" PG-13 :p.m. – "Al: Artificial Intelligence" PG-13 :p.m. – "Rock Star" R

Monday 7 p.m. – "Lara Croft: Tomb Raider" PG-13 londoy p.m. – "Lara Croft: Tomb Raider" PG-13 p.m. – "Lara Croft: Tomb Raider" PG-13

Wednesday 7 p.m. - "Rock Star" R 7 p.m. – "Rock Thursday Thursday "Rock Star" R

- "Cats and Dogs" PG, starring Jeff Goldblum and

Elizabeth Perkins. There's a secret war being waged in the homes and neighborhoods of Earth that humans don't even know about; an eternal struggle between two great armies; The Cats and the Dogs. Cats plan to destroy a new vaccine, that if developed, would destroy all human allergies to Dogs and the Dogs try to stop the Cats from destroying the vaccine.

10 p.m. — "Training Day" R, starring Denzel Washington and Ethan Hawke. Alonso, a corrupt veteran cop, escorts Jake, a rookle, on his first day with the LAPD's tough inter-city narcotics unit. The only thing more dangerous than the line being crossed is the cop who will cross it.

RAF Mildenhall, 98-2351

Today
7 p.m. – "Glass House" PG-13, starring Lee Sobleski and Diane
Lane. When Ruby and Rhett's parents are killed in a car crash, Erin
and Terry Glass become their guardians. They are promised a world
of opulence and California fun, but before long, Ruby suspects that
Erin and Terry may not be the ideal guardians they seem to be.
9:30 p.m. – "Kiss of the Dragon" PG-13, starring Jet Li and Bridget
Fonda. Liu Jiuan, China's top government agent, arrives in Paris
from Shanghai to carry out a sensitive, top-secret mission. Liu is in
Paris to assist Richard, an unorthodox police official with a small army
to back him up. The mission goes horribly wrong, as the man Liu had
come to help betrays him.

Saturday 1:30 p.m. – "Cats and Dogs" PG 4:30 p.m. – "Cats and Dogs" PG 7 p.m. – "Glass House" PG-13 30 p.m. "Kiss of the Dragon" PG-13

4:30 p.m. - "Cats and Dogs" PG 7 p.m. - "Glass House" PG-13 4:30 p.m. - "Cats and Dogs" PG
7 p.m. - "Glass House" PG-13

Monday
7 p.m. - "Shrek" PG, animated, featuring the voice of Cameron
Diaz and John Lithgow. Hideous green monster, Shrek, sets out
on a quest to find his perfect wife - an equally ugly princess - and
terrifies everyone he meets during his adventures. Base on the
picture book by William Steig.
Tuesday
7 p.m. - "Cats and Dogs" PG
Wednesday
7 p.m. - "Shrek" PG
Thursday Thursday 7 p.m. – "Glass House" PG-13 Reese Witherspoon and Luke Wilson. Elle has a cute boyfriend, who dumps her saying she's "too blonde" and her saying she's "too blonde" and not "serious" enough for his future political career. She applies and is accepted at Harvard Law School and is soon one of the best in her class. Elle overcomes the "dumb blonde" streethers by ultimately blonde" stereotype to ultimately declare herself proudly Legally Blonde. Dioride.

10 p.m. - "Final Fantasy: The Spirit Within" PG-13. In the not too distant future, the earth is invaded by aliens. Great

alien beings have taken over the planet. Aki Ross and her mentor, Dr. Sid and the few humans that remain must find a way to survive the invasion and reclaim the planet.

PAGE 26 SEPT. 28, 2001

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And of some have compassion, Making A Difference. Jude 22

ifference May we at New Testament take this opportunity to extend a warm invitation for you and your family to attend our services. Every visitor is our honored guest. Our desire is to provide a place where people can hear the truths of God's word, develop their personal relationship with Jesus Christ, and worship together as a family.



Dr. Thomas J. Adams Pastor 01638 - 716458

Rev. Todd M. Adams Associate Pastor 01638 - 716622

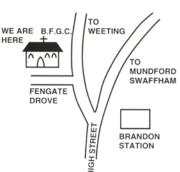
Ministries

Nursery Facilitie Sunday School Children's Church Vacation Bible School Youth & Singles Group Ladies' & Men's Fellowship Adult & Children's Choir Soul Winning Visitation World-Wide Missions Program Trinity Baptist College Courses



Sunday School 10 am Morning Worship 11 am Evening Worship 6:30 pm Wednesday Evening 7 pm

BRANDON FULL GOSPEL CHURCH



are now at the NEW Church building at The Harvest Ctr., Fengate Drove, Brandon.

MEETINGS

Sunday 10a.m. & 6pm - worship & celebration with children's church & Team kids. Nursery available. Wednesday 6.30p.m. - Pioneer Club for

children 2-15 years. 6.30pm - Bible Study & Worship

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